

to corporatize the Major Ports in a phased manner starting with the new Port at Ennore and followed by Jawaharlal Nehru and Haldia Ports. Ennore Port has been set up as a corporate entity and dedicated to the nation on 1 st February, 2001.

(b) No time frame has been fixed for the completion of the process.

(c) and (d) Corporatisation of Major Ports involves converting them into companies which will have the independence of authority and decision making. It aims at granting operational freedom and flexibility to management in taking commercial and investment decisions. The Government control in these companies is proposed to be kept at necessary minimum level.

Monopoly of MNC on Indian Ports

1620. MISS MABEL REBELLO: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that M/s. Piando Australia is awarded private jetties at T.N.R.T. (Mumbai) on the West Coast and Chennai on the East Coast;

(b) whether Government anticipate monopoly of this MNC at Indian ports;

(c) the anticipated revenue that these two ports will get from M/s. Piando Australia annually;

(d) for how many years the contract has been given; and

(e) the reasons for giving the contract to the same MNC?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) Yes, Sir.

(b) No, Sir.

(c) The anticipated revenue in respect of JNPT would be Rs. 336.60 crores after 30 years from the date of license whereas at Chennai the operator will share 37% of revenue with Chennai Port Trust as royalty.

(d) The contract, as per guidelines, is awarded for a period of 30 years under Build, Operate and Transfer (BOT) basis.

(e) The existing guidelines for Private Participation do not bar any operator from bagging more than one work after following transparent procedure. The P & O is the successful bidder for the container terminals at Chennai and Jawaharlal Nehru Port Trust.